



State of Nebraska

2004

Traffic Crash Facts

Annual Report

Prepared By
Highway Safety Section
Nebraska Department of Roads

NDOR

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Driving is inherently dangerous. Further, driving is a function of three related, but independent, elements: the driver, the vehicle and the roadway. As reflected in these "Traffic Crash Facts," most crashes are the result of improper driving. We estimate that two thirds of fatalities were not wearing seatbelts and more than 34 percent involved alcohol. Nearly 50 percent of all crashes are at intersections and over 65 percent of all fatalities are on two-lane rural roads. The information in this publication is intended to increase driver's awareness of crash problems.

So, what more can we do? The Department of Roads led, in conjunction with our many partners, each of the last three years a State Highway Safety Summit in an effort to answer this question. These summits and their resulting initiatives have helped achieve the lowest fatality and crash rates on record, as well as reducing work zone crashes by nearly 50 percent in the past six years. As we and our partners continue to work toward making highways as safe as possible, the Department of Roads, Department of Motor Vehicles, State Patrol, Health and Human Services System, League of Municipalities, and the Association of County Officials are developing a state Comprehensive Highway Safety Plan with the goal of reducing fatalities to 1.0 per hundred million vehicle miles traveled or less by 2008.

Remember, driving is dangerous. Do not become complacent. Each of us is responsible for our own driving behavior.

Please drive safely!

Dave Heineman
Governor

John L. Craig
Director

Table of Contents

	<u>Page No.</u>
Definitions	ii
 Part I - Overview	
Death Rate per 100 Million Vehicle Miles	2
Ten-Year Trend in Fatal Crashes	3
All Crashes in Nebraska.....	3
Geographic Summary of Traffic Deaths by County	4
Crash Data by County	5
 Part II - 2004 Data	
Summary - Number of Traffic Crashes	8
First Harmful Event: All and Fatal Crashes	9
Surface Condition: All and Fatal Crashes	11
Type of Roadway: All and Fatal Crashes	12
Day and Time.....	14
Month: All and Fatal Crashes.....	15
Age: Driver and Casualties.....	16
Sex: Driver.....	17
Restraint Use	18
Motorcycle Crashes	19
Body Style: All and Fatal Crashes	21
Intersection Crashes	22
Non-Intersection Crashes	23
Alcohol Involvement: PDO, Injury and Fatal Crashes	24
Driver Age and Alcohol Involvement.....	25
Driver Contributing Circumstances	26
 Part III - Crash Trends	
Motor Vehicle Traffic Crash Information	28
Body Style: Passenger Cars and Truck Types	28
Pedestrian/Pedalcycle and Alcohol Involvement in Crashes	30
Animal and Railroad Crashes	31

(Note: Due to rounding, percentages on graphs may not equal 100%.)

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The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

Definitions

Reportable Crash	A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
All Crashes	The total number of reportable motor vehicle crashes including fatal, injury or property damage.
Fatal Crash	Motor vehicle crash that results in fatal injuries to one or more persons.
Injury Crash	Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
Property Damage Only Crash (PDO)	Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

In 2004, the reporting threshold for property damage crashes increased from \$500 to \$1,000. This fact should be considered when assessing changes from previous years' data.

Part I Overview

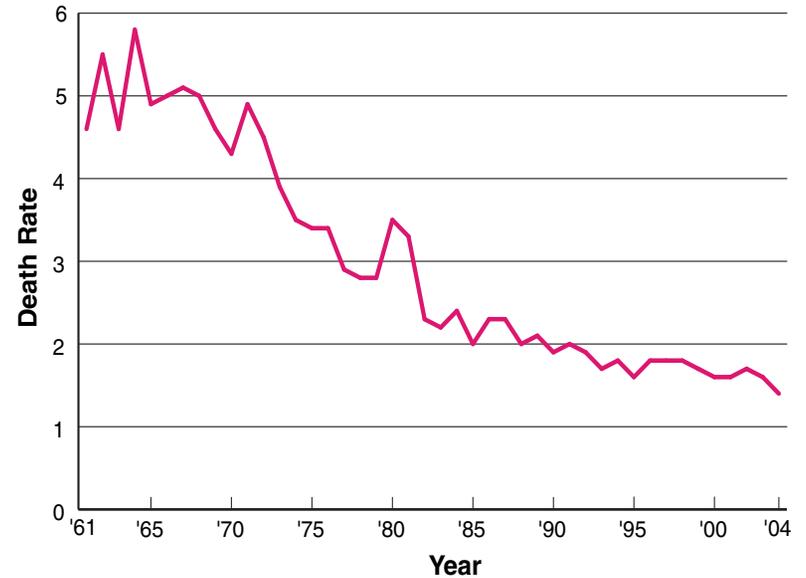
Death Rate per 100 Million Vehicle Miles

In 2004, the death rate on Nebraska roadways was 1.4 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2004 is represented in Figure 1. Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

Figure 2 (page 3) depicts the number of fatal crashes per year for the last ten years. There were 229 fatal crashes in 2004, 28 less than were recorded in 2003.

Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 (page 3) shows the percentage distribution of all crash types. In 2004, there were 229 fatal crashes, 14,363 injury crashes, and 22,635 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 38.6% and 60.8%, respectively.

**Death Rate Per 100 Million Vehicle Miles (1961-2004)
(Figure 1)**



2004 Crash Data by County						
County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	685	4	217	464	4	296
Antelope	131	3	44	84	3	60
Arthur	11	1	1	9	1	2
Banner	16	0	7	9	0	8
Blaine	22	1	7	14	1	17
Boone	84	0	25	59	0	38
Box Butte	236	4	64	168	4	112
Boyd	29	0	10	19	0	11
Brown	46	1	12	33	1	22
Buffalo	1,021	10	371	640	10	532
Burt	100	1	30	69	1	46
Butler	119	3	47	69	3	77
Cass	506	2	189	315	2	277
Cedar	152	0	51	101	0	87
Chase	51	0	12	39	0	20
Cherry	104	1	34	69	1	54
Cheyenne	190	3	64	123	3	90
Clay	131	2	50	79	2	69
Colfax	195	2	50	143	2	70
Cuming	184	3	53	128	4	79
Custer	186	5	61	120	6	86
Dakota	282	2	80	200	2	126
Dawes	210	3	65	142	5	95
Dawson	481	8	144	329	8	204
Deuel	59	0	22	37	0	36
Dixon	77	0	18	59	0	38
Dodge	781	7	318	456	8	481
Douglas	11,116	29	4,874	6,213	32	7,144
Dundy	32	0	14	18	0	17
Fillmore	100	2	37	61	2	54
Franklin	80	0	16	64	0	23
Frontier	56	0	19	37	0	29
Furnas	86	1	23	62	1	42
Gage	588	4	185	399	6	275
Garden	47	0	17	30	0	23
Garfield	24	0	7	17	0	8
Gosper	54	1	16	37	1	23
Grant	8	0	2	6	0	2
Greeley	45	1	9	35	1	11
Hall	1,366	9	463	894	9	690
Hamilton	259	1	74	184	1	110
Harlan	83	0	21	62	0	36
Hayes	20	0	10	10	0	14
Hitchcock	40	1	7	32	1	13
Holt	158	2	51	105	2	77
Hooker	9	0	2	7	0	2

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	99	5	24	70	5	37
Jefferson	193	1	37	155	1	62
Johnson	65	1	16	48	3	29
Kearney	97	2	28	67	2	48
Keith	212	2	69	141	2	109
Keya Paha	20	0	7	13	0	9
Kimball	85	2	36	47	2	51
Knox	111	3	45	63	4	77
Lancaster	6,964	16	2,971	3,977	18	4,322
Lincoln	858	4	307	547	5	462
Logan	18	0	8	10	0	9
Loup	17	1	7	9	1	13
Madison	782	2	248	532	2	366
McPherson	8	0	3	5	0	4
Merrick	146	3	46	97	3	71
Morrill	114	1	34	79	1	45
Nance	66	1	15	50	1	19
Nemaha	130	1	29	100	1	39
Nuckolls	53	0	8	45	0	13
Otoe	266	1	104	161	1	158
Pawnee	83	1	15	67	1	24
Perkins	38	0	18	20	0	25
Phelps	166	2	44	120	2	75
Pierce	142	5	55	82	7	87
Platte	653	8	204	441	8	313
Polk	75	2	32	41	2	52
Red Willow	174	1	60	113	1	84
Richardson	152	2	43	107	3	71
Rock	20	0	4	16	0	5
Saline	285	1	86	198	1	145
Sarpy	1,934	9	841	1,084	10	1,332
Saunders	288	5	112	171	5	168
Scotts Bluff	651	7	262	382	8	389
Seward	403	1	119	283	1	168
Sheridan	118	2	35	81	2	52
Sherman	49	0	18	31	0	25
Sioux	25	2	11	12	2	25
Stanton	98	2	47	49	2	68
Thayer	111	5	35	71	5	56
Thomas	14	0	6	8	0	7
Thurston	80	0	24	56	0	39
Valley	80	3	18	59	3	35
Washington	377	2	131	244	2	214
Wayne	160	1	61	98	1	83
Webster	98	0	20	78	0	25
Wheeler	13	0	5	8	0	6
York	376	5	122	249	9	173
Total	37,227	229	14,363	22,635	254	21,315

**Part II
2004 Data**

**Summary
Number of Traffic Crashes**

All Crashes	37,227
Property Damage Only (PDO)	22,635
Injury Crashes	14,363
<i>Persons Injured</i>	21,315
Fatal Crashes	229
<i>Fatalities</i>	254
Number of Registered Vehicles in Nebraska	2,059,553
Number of Licensed Drivers in Nebraska	1,347,071
Number of Vehicles in Crashes*	63,703
Number of Drivers in Crashes*	61,573

**There may be more than one vehicle or driver involved in a single accident. Parked, and driverless vehicles are included.*

During 2004:
 One crash occurred every 14 minutes.
 Fifty-eight persons were injured each day.
 One person was killed every 34 hours.

The economic loss in terms of dollars was \$1,725,089,300**

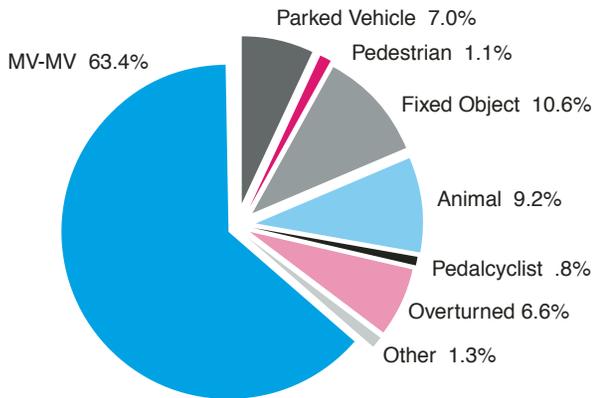
***Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991.*

First Harmful Event

First harmful event (FHE) is the initial incident that causes injury or damage. It is sometimes referred to as “type of crash” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” crashes refer to crashes where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

First harmful events for all crashes and for fatal crashes are shown in Figures 5 and 6. In both instances, collisions between two or more motor vehicles (MV-MV) make up the majority of crashes. Crashes involving fixed objects, vehicles overturning, pedestrians and trains tend to be more severe, as indicated by their overrepresentation in fatal crashes as compared to all crashes.

All Crashes (Figure 5)



Fatal Crashes (Figure 6)

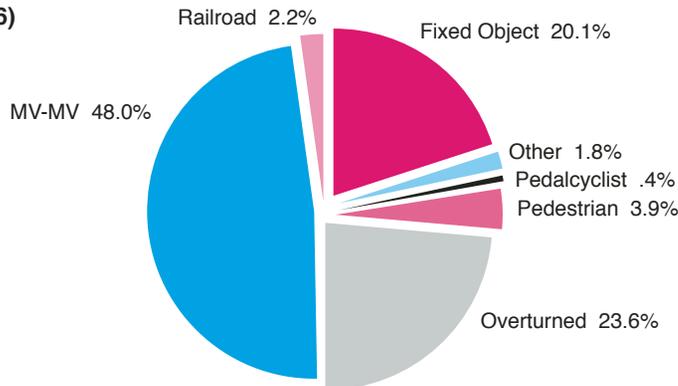


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2004								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★	
COLLISION INVOLVING	Pedestrian	396	9	383	4	9	408	95	162	151
	Motor vehicle in transport	23609	110	10088	13411	131	15768	1081	3598	11089
	Parked motor vehicle	2608	0	258	2350	0	317	27	150	140
	Railroad train	39	5	16	18	5	20	6	8	6
COLLISION INVOLVING	Pedalcyclist	306	1	302	3	1	308	41	175	92
	Animal	3412	2	264	3146	2	333	23	142	168
	Fixed object	3944	46	1480	2418	48	1943	358	805	780
	Other object	143	0	30	113	0	33	9	14	10
Noncollision overturned		2467	54	1484	929	56	2113	453	909	751
Other noncollision		300	2	58	240	2	72	14	28	30
Unknown		3	0	0	3	0	0	0	0	0
— TOTALS —		37227	229	14363	22635	254	21315	2107	5991	13217

(Table 1)

- ★ = Injury severity codes
- A = Disabling injury
- B = Visible injury (not disabling)
- C = Possible injury (not visible)
- ★★PDO = Property damage only

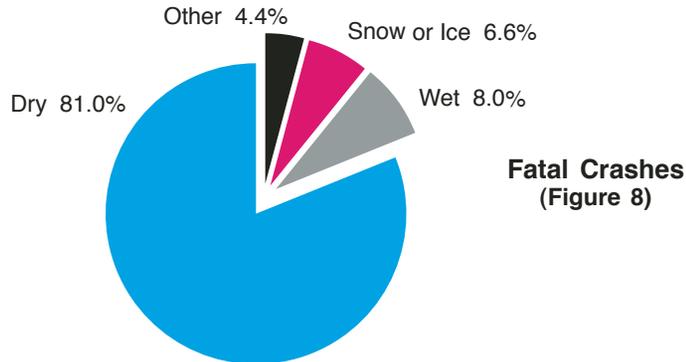
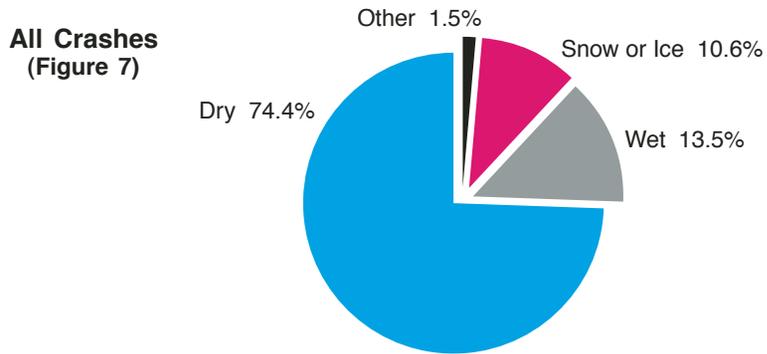
FIRST HARMFUL EVENT		2003								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★	
COLLISION INVOLVING	Pedestrian	401	11	388	2	12	407	84	184	139
	Motor vehicle in transport	29236	120	10322	18794	143	16230	1215	3736	11279
	Parked motor vehicle	4256	4	243	4009	4	298	34	138	126
	Railroad train	47	6	14	27	6	17	6	9	2
COLLISION INVOLVING	Pedalcyclist	354	2	349	3	2	359	48	203	108
	Animal	3975	1	292	3682	2	352	17	141	194
	Fixed object	5377	48	1663	3666	52	2183	384	989	810
	Other object	184	0	30	154	0	38	8	14	16
Noncollision overturned		2394	60	1378	956	64	2003	420	968	615
Other noncollision		363	5	74	284	8	93	16	35	42
Unknown		15	0	3	12	0	4	0	3	1
— TOTALS —		46602	257	14756	31589	293	21984	2232	6420	13332

(Table 2)

Table 2 provides 2003 data for comparison to 2004. There were 28 fewer fatal crashes in 2004, as compared to 2003, and the number of deaths resulting from these crashes decreased by 39. Both injury crashes and injuries decreased, by 393 and 669 respectively. The number of PDO crashes decreased by 8,954. (The decrease in PDO accidents is largely the result of a change in the reporting threshold from \$500 to \$1,000.)

Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions. The percentage of all crashes which occurred on slick roads was about the same in 2004 as it was in 2003.



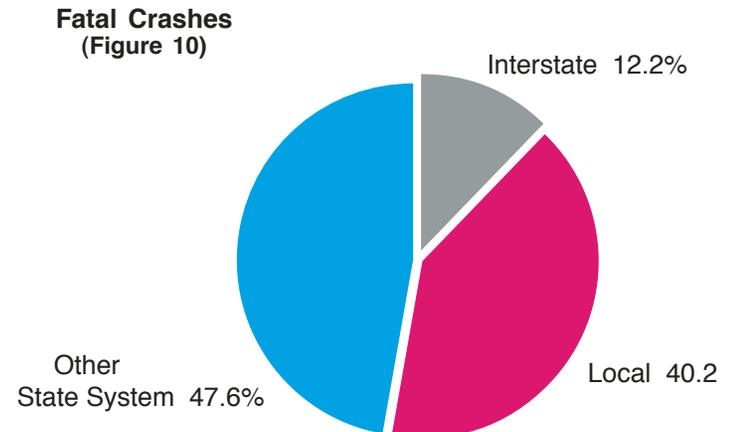
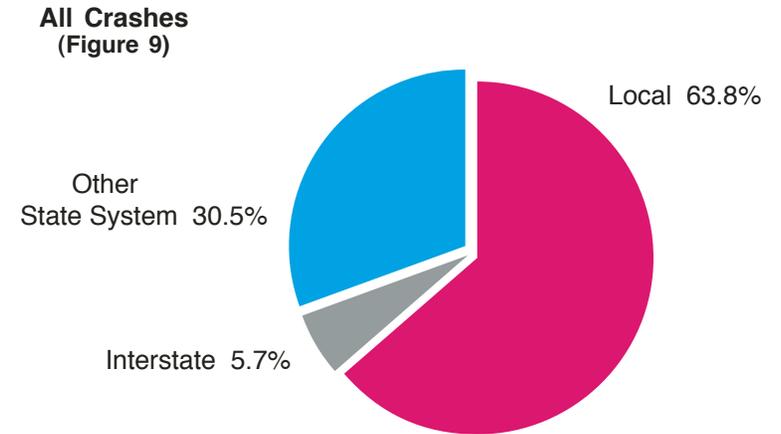
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	26031	183	10532	15316
Wet	4727	18	1978	2731
Snowy or icy	3713	15	1204	2494
Other	534	10	216	308
Not stated	2222	3	433	1786
— TOTALS —	37227	229	14363	22635

(Table 3)

Type of Roadway

The distributions of all crashes and fatal crashes, by roadway type, are shown in Figures 9 and 10. Table 4 (page 13) shows the actual number of crashes and casualties by roadway type. The percent of fatal crashes that occur on the interstate and on other state highways is larger than the percent of all crashes that occur on the interstate and on other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for the increased severity of these accidents.



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	872	7	362	503	7	521
	Other State System Highways	6123	17	2718	3388	19	4114
	Local Roads and Streets	19065	26	7295	11744	29	10422
	URBAN SUBTOTAL	26060	50	10375	15635	55	15057
RURAL	Interstate	1263	21	394	848	26	686
	Other State System Highways	5231	92	1662	3477	106	2657
	Local Roads and Streets	4673	66	1932	2675	67	2915
	RURAL SUBTOTAL	11167	179	3988	7000	199	6258
— TOTALS —		37227	229	14363	22635	254	21315

(Table 4)

Rather than referring to numbers of crashes, the relative safety of different roadway classifications can be compared by using crash rates. Table 5 provides crash rates for 2004. These rates are based on crashes per 100 million vehicle miles driven.

Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.7	19.1	34.1	54.0
Other State Highways	1.4	55.1	86.4	142.8
Local Roads and Streets	1.3	133.6	208.8	343.8

(Table 5)

The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

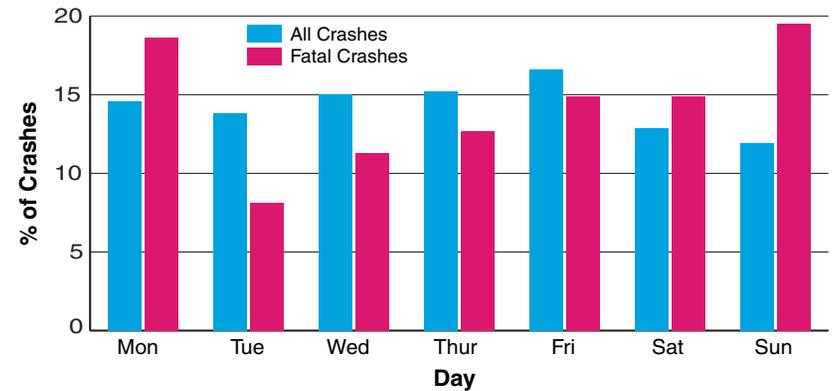
Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest 3-hour time period for crashes in 2004 was from 3:00 - 6:00 p.m., when 24.4% of all crashes occurred. Fatal crashes are most likely to take place during the afternoon peak traffic period, or during the late night and early morning hours when many alcohol-related crashes occur.

Accident trends on the weekends differ from those which take place during the work week. Sunday is the lowest day for total crashes, but the highest day for fatal crashes, recording 18.8% of the total. During 2004, more crashes happened on Friday than on any other day.

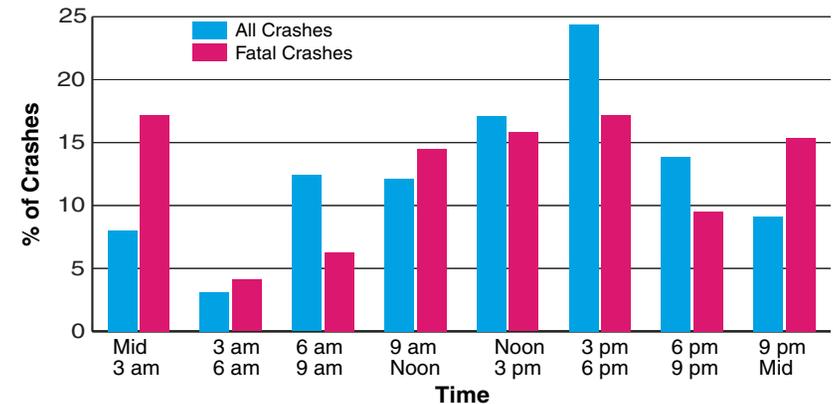
Day of Week

(Figure 11)



Time of Crash

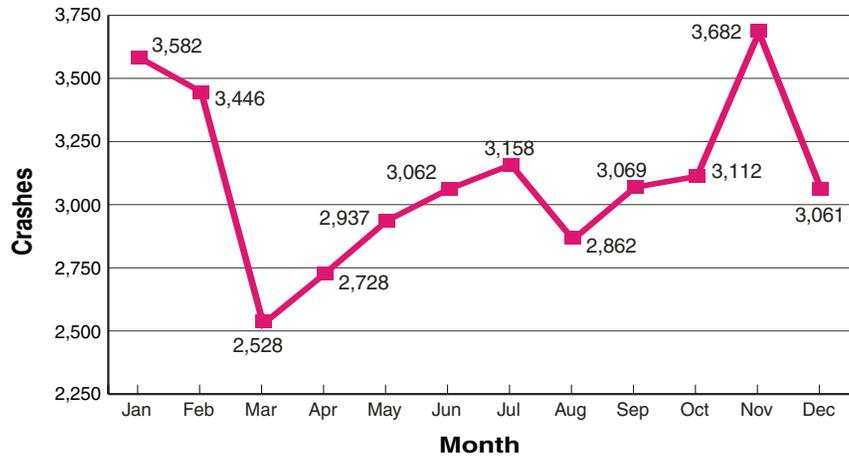
(Figure 12)



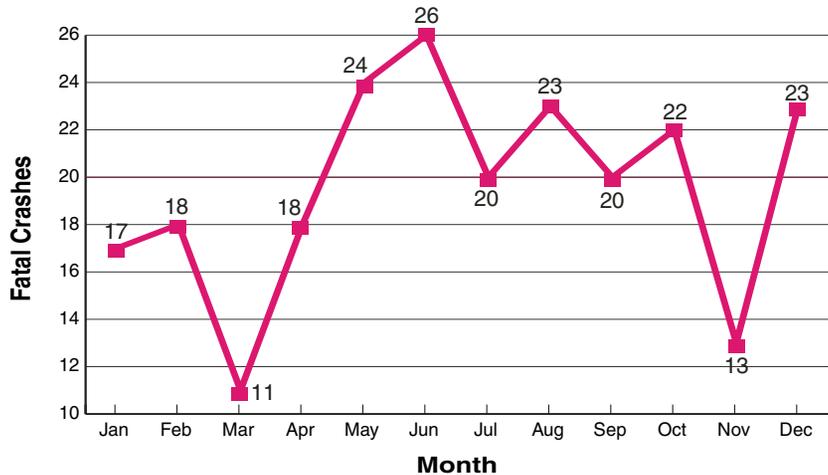
Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

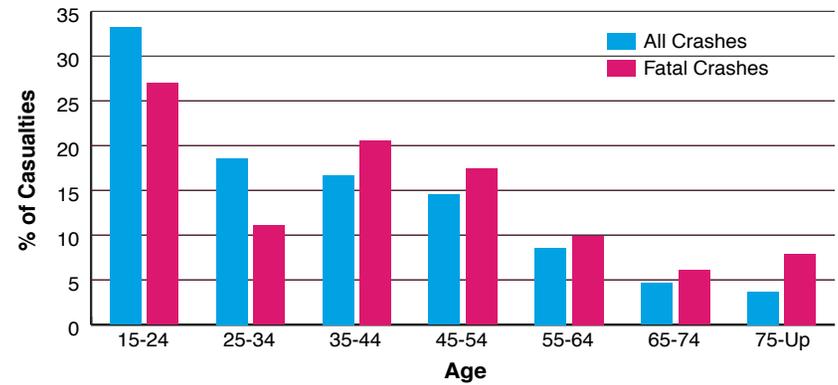


Age of Driver

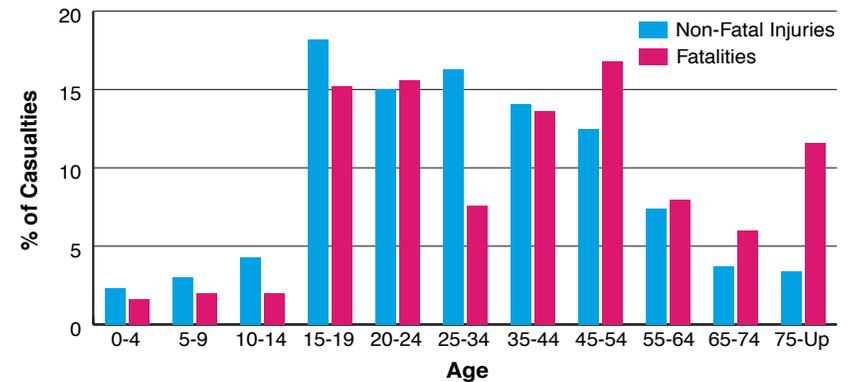
Younger drivers are involved in a disproportionate number of crashes. In 2004, 51.8% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (33.2%) and fatal crashes (27.0%) during 2004.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Nearly 63.5% of all injuries, however, are suffered by persons between the ages of 15 and 44.

Driver Age
(Figure 15)



Age of Casualties
(Figure 16)



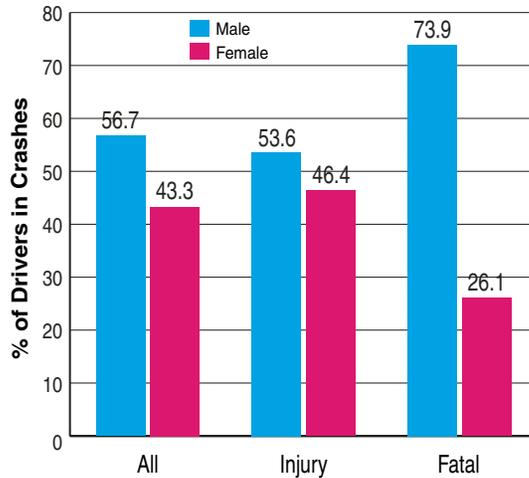
Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 56.7% of the drivers in all crashes in Nebraska in 2004, yet they were involved in 73.9% of all fatal crashes. At least a part of this difference can be attributed to the fact that males drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.5% of the persons injured or killed in motor vehicle crashes in 2004. (See Table 7).

(Table 6)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	34730	255	13758	20717
Female	26556	90	11918	14548
Not stated	287	1	137	149
— TOTALS —	61573	346	25813	35414



(Figure 17)

AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	4	1	3	480	258	222	0	0	0	27	16	11
5-9 years	5	1	4	617	299	318	0	0	0	22	10	12
10-14 years	5	2	3	906	389	517	0	0	0	45	18	27
15-19 years	38	26	12	3796	1579	2217	10	6	4	275	158	117
20-24 years	39	23	16	3121	1473	1648	23	16	7	373	255	118
25-34 years	19	16	3	3398	1580	1818	10	9	1	304	198	106
35-44 years	34	22	12	2936	1328	1608	16	10	6	192	122	70
45-54 years	42	29	13	2605	1208	1397	21	12	9	150	102	48
55-64 years	20	10	10	1542	722	820	4	2	2	74	46	28
65-74 years	15	10	5	778	333	445	3	3	0	35	20	15
75 and older	29	11	18	699	300	399	1	1	0	13	6	7
Age not stated	4	2	2	300	129	171	1	1	0	20	12	8
— TOTALS —	254	153	101	21178	9598	11580	89	60	29	1530	963	567

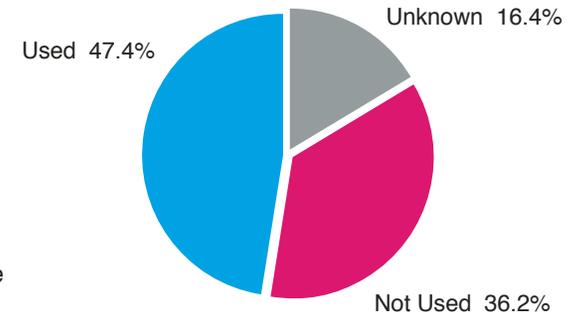
(Table 7)

Restraint Use

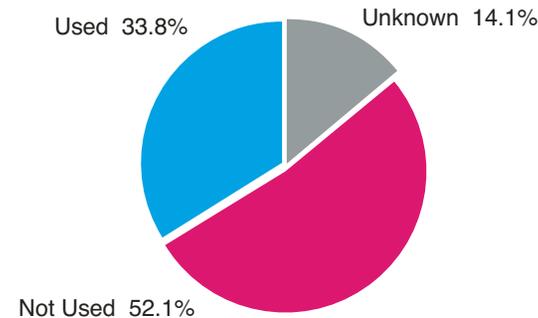
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems to provide effective protection, however, seat belts must still be used.

Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, indications are that the law has been successful in promoting seat belt use.

Restraint Use for Disabling Injuries (Figure 18)



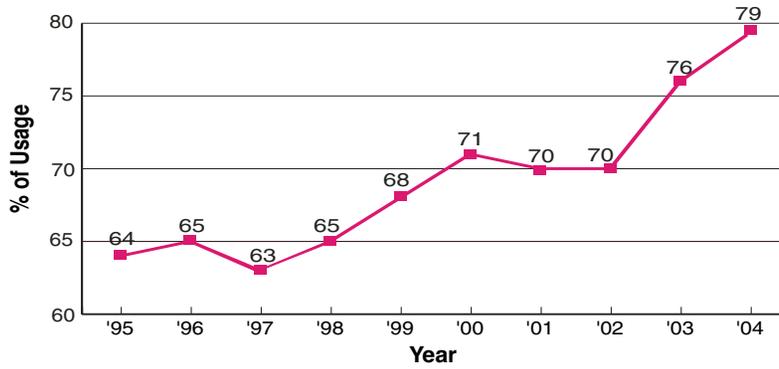
Restraint Use for Fatal Injuries (Figure 19)



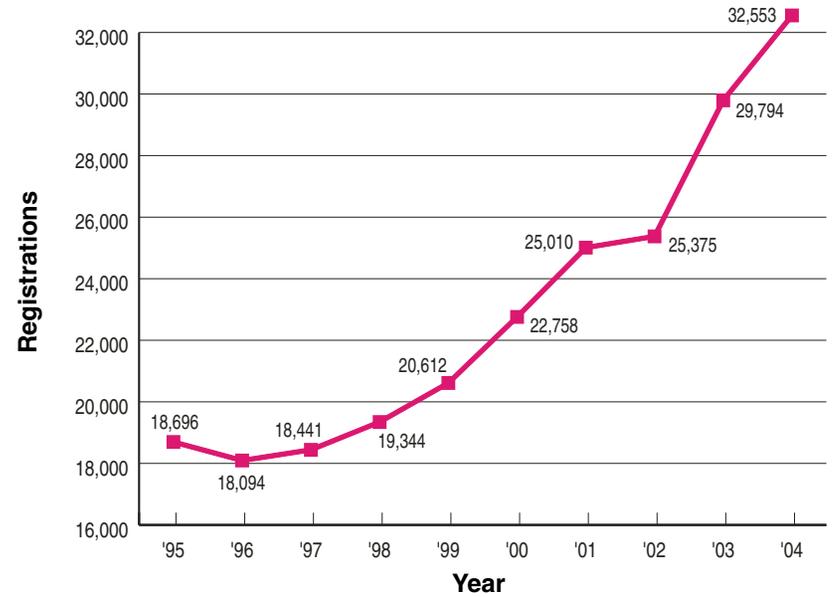
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2004, the observed statewide safety belt usage rate was 79.2%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and a media campaign, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 33.8% of those vehicle occupants who died and 47.4% of those who suffered disabling injuries in 2004 crashes were belted.

Statewide Safety Belt Usage Rate (1995 - 2004)
(Figure 20)



Motorcycles Registered (1995 - 2004)
(Figure 22)

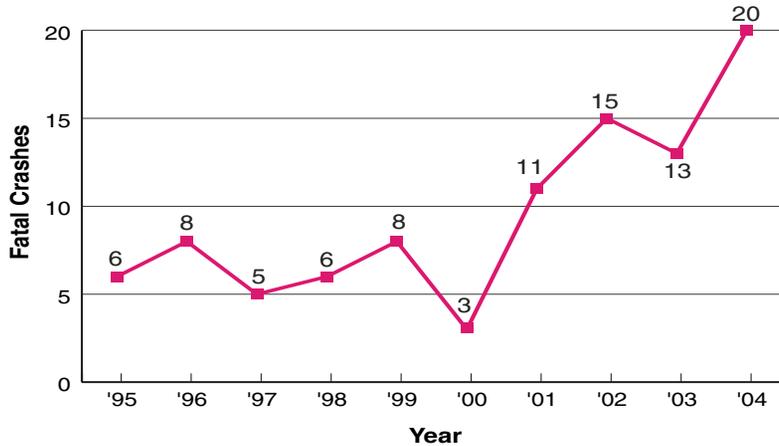


Motorcycle Crashes

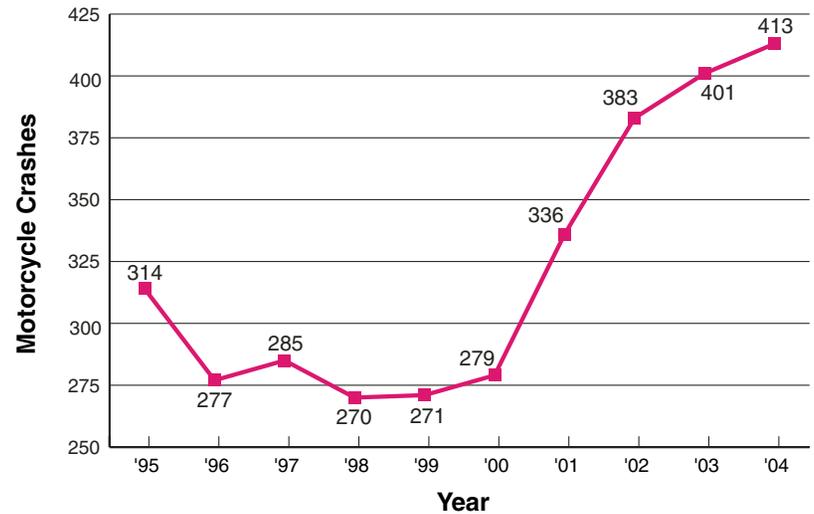
The upward trend in Nebraska motorcycle crashes continued in 2004. The number of motorcycle crashes rose to 413, an increase of 12 crashes over 2003. This is the highest number of motorcycle crashes in the last ten years. (See Figure 23 on page 20). There was an increase in fatal motorcycle crashes, from 13 in 2003 to 20 in 2004. (See Figure 21).

The increase in motorcycle crashes is most likely related to the growing number of motorcycles registered in Nebraska. After a long period of decline, motorcycle registrations have risen significantly in the last few years. (See Figure 22 on page 20).

Fatal Motorcycle Crashes (1995 - 2004)
(Figure 21)



All Motorcycle Crashes (1995 - 2004)
(Figure 23)



Vehicle Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes.

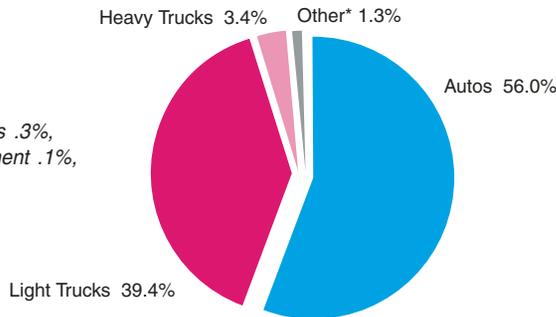
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	152	1	61	90
Semi-trailer truck	916	25	286	605
Other heavy truck	1155	15	389	751
Automobile	34280	136	14788	19356
Van	4997	19	2130	2848
Utility vehicle	8233	52	3421	4760
Pickup truck	10860	71	4071	6718
Motorcycle	423	23	359	41
Motorhome	33	1	10	22
Farm equipment	84	2	33	49
Other	84	3	30	51
Unknown	2486	3	674	1809
— TOTALS —	63703	351	26252	37100

(Table 8)

Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

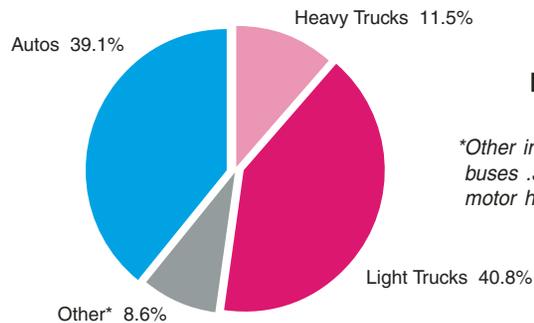
All Crashes
(Figure 24)

*Other – motorcycles .7%, buses .3%, motor homes .1%, farm equipment .1%, and all others .1%.



Fatal Crashes
(Figure 25)

*Other includes: motorcycles 6.6%, buses .3%, farm equipment .6%, motor homes .3%, and other .9%.



Intersection Crashes

2004
Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 17,783

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
Angle	8,035	45.2	44.0
Rear-end	5,543	31.2	51.0
Sideswipe	1,153	6.5	25.2
Sideswipe	143	.8	35.0
Left Turn Leaving	2,456	13.8	50.5
Head-on	39	.2	46.2
Backing	412	2.3	14.6
Unknown	2	.0	50.0
Total	17,783	100%	

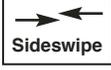
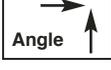
* Multi-vehicle accidents at intersections comprise 47.8% of all crashes.

Non-Intersection Crashes

2004

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 5,826

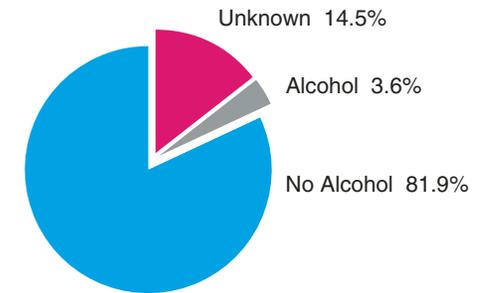
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,013	51.7	46.4
 Sideswipe	1,357	23.3	22.1
 Sideswipe	525	9.0	46.9
 Head-on	69	1.2	71.0
 Backing	461	7.9	10.0
 Angle	334	5.7	32.9
 Left Turn Leaving	64	1.1	46.9
Unknown	3	.1	0
Total	5,826	100%	

* Multi-vehicle accidents not at intersections comprise 15.7% of all crashes.

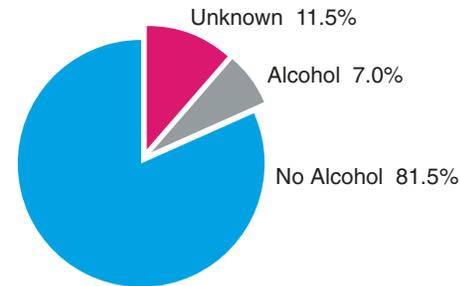
Alcohol Involvement

Figures 26, 27, and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2004, 35.4 % of the fatal crashes in Nebraska involved alcohol. This represents a decrease from the 38.9% registered in 2003. The National Highway Traffic Safety Administration reports that during 2003, 40.0% of fatal crashes nationally involved alcohol. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

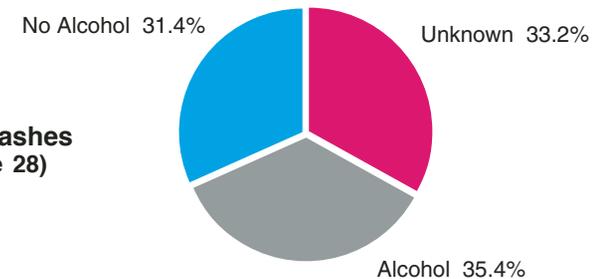
PDO Crashes
(Figure 26)



Injury Crashes
(Figure 27)



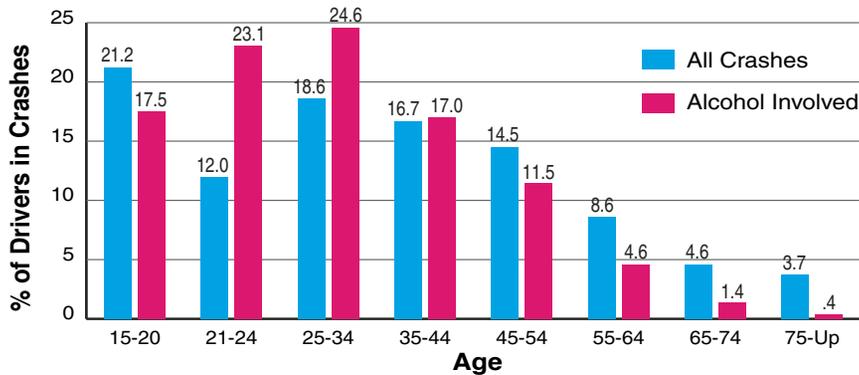
Fatal Crashes
(Figure 28)



Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 29. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 47.7% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 23.1% of alcohol related crashes but only 12.0% of all crashes. Note that drivers between the ages of 15 and 20 are in 17.5% of alcohol related crashes, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	487	7	7	1	208	4
16	2823	31	8	2	1226	14
17	2590	53	9	0	1074	30
18	2533	57	12	4	1049	37
19	2348	90	10	3	1025	52
20	2156	97	15	8	939	47
21	2047	119	10	4	888	67
22	1991	135	6	2	852	80
23	1754	106	6	4	757	50
24	1528	81	10	4	623	40
25 to 34	11330	471	38	10	4933	240
35 to 44	10180	325	71	12	4320	193
45 to 54	8828	219	60	18	3694	111
55 to 64	5267	88	34	3	2105	46
65 to 74	2823	26	21	3	1110	19
75 and older	2269	8	27	0	856	5
Not stated	619	7	2	1	154	4
— TOTALS —	61573	1920	346	79	25813	1039

(Table 9)

Driver Contributing Circumstances

In 2004 there were 37,227 reportable motor vehicle traffic crashes in Nebraska involving 61,573 drivers. Our investigator's report form changed in 2003. Instead of collecting data on the driver at fault, the report form collects data on all drivers involved in a crash. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	26844	121	11429	15294
Failure to yield right-of-way	6839	37	3059	3743
Disregarded traffic controls	2065	24	1112	929
Exceeded speed limit	267	12	152	103
Speed too fast for conditions	2261	15	927	1319
Made an improper turn	630	0	176	454
Followed too closely	4183	3	2076	2104
Leave lane/run off road	1532	34	634	864
Operating in erratic manner	2554	16	1209	1329
Swerving or avoiding	872	3	349	520
Visibility obstructed	437	1	135	301
Inattention	3135	9	1100	2026
Mobile phone distraction	114	0	51	63
Distracted - other	288	0	112	176
Fatigued/asleep	301	3	169	129
Defective equipment	235	0	102	133
Other improper action	1710	22	648	1040
Unknown	7306	46	2373	4887
— TOTALS —	61573	346	25813	35414

(Table 10)

Part III Crash Trends

Motor Vehicle Traffic Crash Information

Nebraska has shown a steadily declining accident rate over the last ten years. The fatality rate has also been generally decreasing. The table below lists crash totals and rates for the last ten years.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'93	43,822	26,149	254	2.97	1.7	1.7
'94	44,222	28,253	271	2.86	1.8	1.7
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'04	37,227	21,315	254	2.00	1.4	1.5

Million Vehicle Miles (MVM)
Hundred Million Vehicle Miles (HMVM)

(Table 11)

Body Style

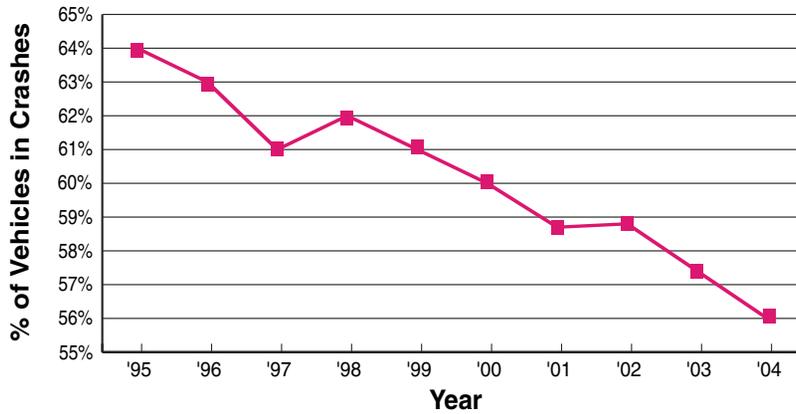
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 1994.

Note: In any one year, the combined percentages of passenger cars, light trucks, heavy trucks and motorcycles will not total 100%. The percentage of "other" body styles, like buses, is not shown.

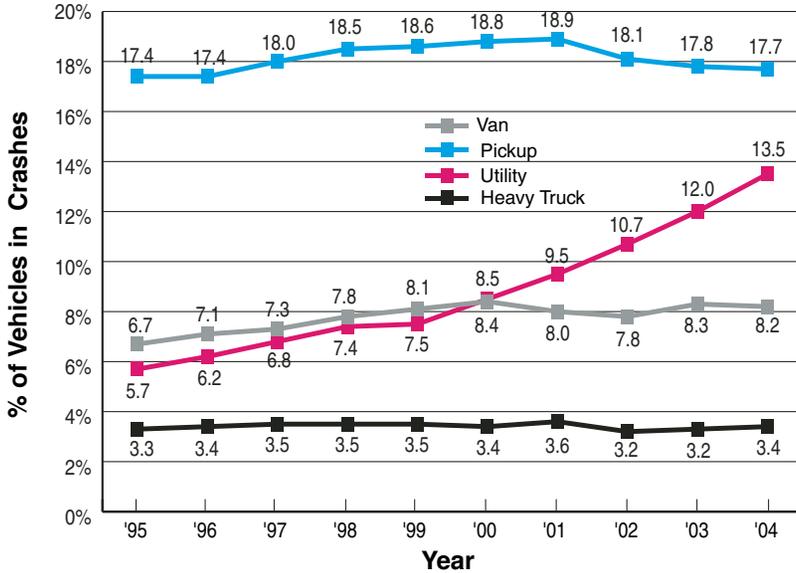
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

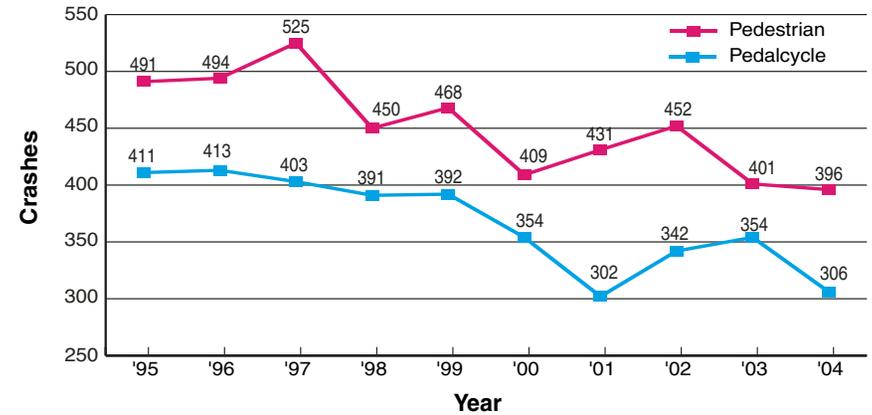
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. Pedestrian crashes fell from 401 in 2003 to 396 in 2004. In 2004, the number of fatal pedestrian crashes decreased to 9. Pedalcycle crashes decreased from 354 in 2003 to 306 in 2004. There was only one fatal pedalcycle crash in 2004.

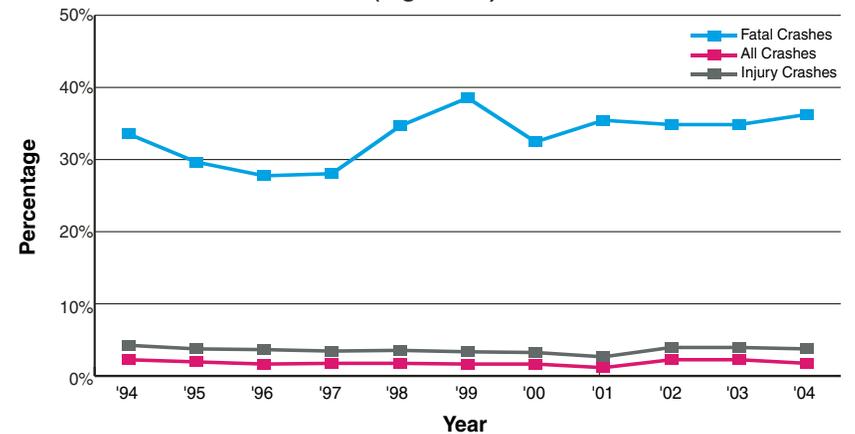
(Figure 32)



Alcohol Involvement in Crashes

Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in crashes.

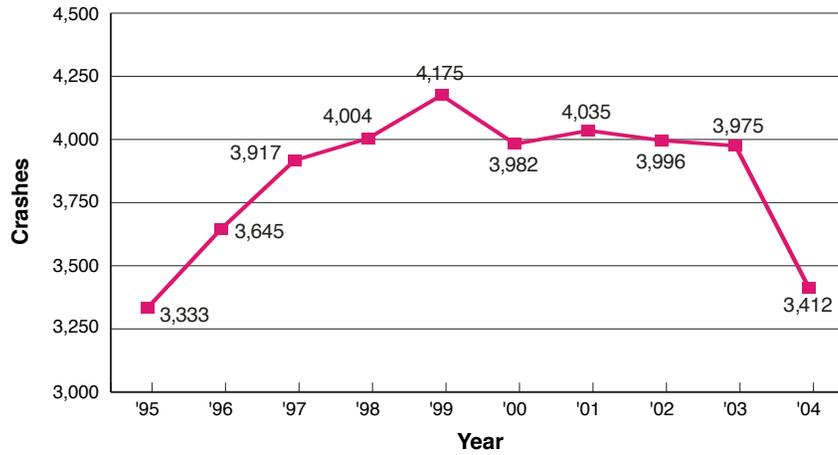
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. Animal crashes have generally increased through the period. In 2004, animal crashes fell from 3,975 to 3,412. Deer are the most frequently involved animals in motor vehicle-animal crashes.

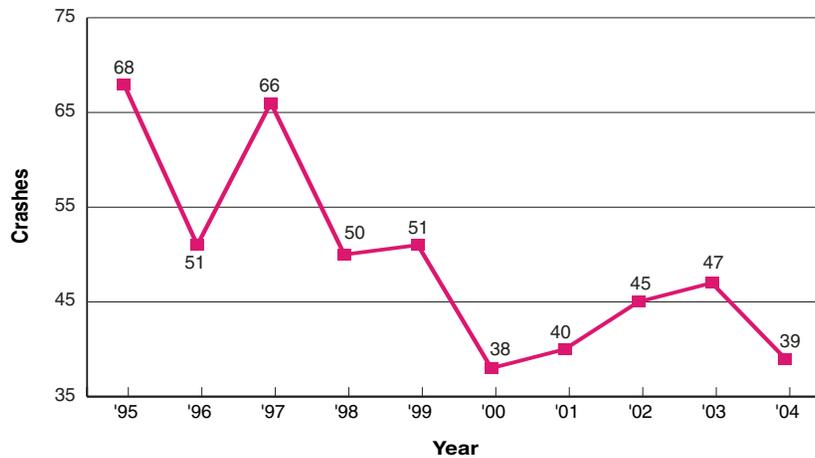
(Figure 34)



Railroad Crashes

The number of railroad crashes decreased from 47 in 2003 to 39 in 2004. In 2004, five people died in motor vehicle/train crashes in Nebraska.

(Figure 35)



Additional information about the material contained in this publication may be obtained from:

Nebraska Department of Roads
Highway Safety Section
PO BOX 94759
LINCOLN NE 68509-4759
(402) 479-4645

This report is also available on the NDOR website:
www.dor.state.ne.us